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AMERICAN FEDERATION OF LABOR
WEEKLY NEWS LETTER

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The A. F. of L. Weekly News Letter contains a brief summary of important matters affecting labor occurring in the industrial, legislative, and judicial fields, and such other information as will benefit the trade union movement.

VOL. 3, NO. 23 WASHINGTON, D. C. SATURDAY, SEPTEMBER 6, 1913. WHOLE NO. 127

ADJUSTED THEIR DISPUTE

Machinists and B. & O. Reached an Agreement.

9 HOURS AND WAGE INCREASE

Department of Labor Acted as the Intermediary in the Settlement.

Baltimore, Sept. 5.—The differences that have existed since December, 1910, between the Baltimore and Ohio Railroad Company and the machinists employed in their shops on the system extending from this city to Philadelphia, Chicago, and St. Louis, have finally been adjusted through the efforts of the United States Department of Labor. After the local strike that existed on the Baltimore and Ohio Railroad in 1910 had been settled efforts were made by the machinists in its employ to get a conference with the officials for the purpose of entering into a system of working agreements, but without success. In March, 1912, Assistant Superintendent of Motive Power and Construction P. H. Clark held a conference with the representatives of the machinists, when a set of agreements was submitted to them which were unsatisfactory, and consequently further negotiations were broken off. In February, 1913, when negotiations began anew, and after many conferences were had no acceptable satisfactory agreement could be arrived at. This caused a discontinuance of further negotiations, and matters remained as they were until July, 1913, when Secretary Wilson, of the United States Department of Labor, through a representative, John A. Moffitt, offered the good offices of his department in an endeavor to bring about an amicable adjustment of the existing differences. Mr. Moffitt held several interviews with representatives of both sides in the controversy, and finally succeeded in bringing about a resumption of the negotiations. Many conferences were held between the officials of the Baltimore and Ohio Railroad Company and a committee representing the machinists, including General President Johnston and Vice President Conlon. These conferences continued for about five weeks, with the result that the articles of agreement were determined upon for the period of from September 1, 1913, to August 30, 1914, a part of which are as follows: A nine-hour workday; regulation of apprentices; increase in wage scale, with an increase of from 35 cents to 36 cents per hour, and also improved sanitary conditions, which are as follows: First. Good water shall be provided for drinking purposes and ice in season. Second. Hot water be provided in all shops and roundhouses in cold weather. Third. All pits and closets shall be kept in clean and sanitary condition. Fourth. No employes shall be required to work under a locomotive without same be placed over a pit, or protected either by a blue flag or by another employe present. Fifth. All engines shall be placed under smoke jacks while fired up in roundhouse so far as practicable. This is the form of agreement entered into between the Baltimore and Ohio Railroad Company and their machinists since the year 1909. This settlement will benefit several thousand men.

DUPLEX'S MACHINISTS OUT.

Battle Creek, Mich., Sept. 5.—A few years ago the Duplex Printing Press Company, of this city—a concern that "had no use for union labor"—became painfully aware of the fact that the union-hating proclivities were injuring the sale of its larger presses in several of the principal cities of the United States, including New York. It was quite apparent that in due course of time the company must modify its former hostile attitude toward organized labor or else abandon its attempt to extend the market for the larger presses. There was little surprise, therefore, when the president of the company, several months ago, encouraged the machinists at the Duplex plant to form a union. The movement met with such success that about 50 per cent of the company's machinists found their way into the union. Everything ran along smoothly until about a week ago, when several union men were laid off without apparent reason, no demands having been made on the company. Of the total number discharged, about 30 per cent were union members. This naturally led to rumors that an official strike order took effect, and accessions to the ranks of the union of the laying off the men as a "lack of orders." The Duplex still holds tenaciously to the Fordshmith nine-hour workday. The district organizer for the Machinists' Union is working hard to secure an adjustment of the difficulty, and the grievances of the entire working class of Battle Creek are with the strikers.

NO AGREEMENT REACHED.

St. Louis, Mo., Sept. 6.—The joint agreement between the American Federation of Musicians and the International Alliance of Theatrical Stage Employes, first adopted by the A. F. of M. at the Toronto convention May 15, 1912, was agreed to by the Seattle convention of the I. A. of T. S. E. July 10, 1913. Members of both organizations are bound by this agreement to assist each other in all future industrial controversies with the theatrical managers and owners. The Theatrical Commission, appointed by authority of the Toronto convention of the A. F. of M., met the representatives of the Theatrical Managers' Association in New York. After several days' sessions, the following disclosure was made at the final session all the representatives of the Musicians were present, but the representatives of the managers absolutely dwindled down to one, representing the Shuberts. No agreement was reached, and everything remains just as it was.

CLOAK STRIKE SUCCESSFUL.

Philadelphia, Sept. 5.—The strike of workers in the cloak and suit manufacturing establishment of Harry Bandler & Co. has been settled through the efforts of Deputy Minister Lapp, of the Department of Labor and Industry, and all the operatives have returned to work. It was agreed that the contract labor be eliminated; that fifty hours should constitute a week's work, with a maximum of six hours' work on Saturday, and a general shop committee of five was established, which is to be at liberty to confer with the employer at any time. All shops are to be kept in sanitary condition, and operatives are to leave Saturday afternoon is to be abolished.

STRIKE FOR EIGHT-HOUR DAY.

Vancouver, B. C., Sept. 5.—Discontent with long hours of labor, which has existed for some time, has caused among the workers of the Western Ladies' and Misses' Suit and Cloak Company, came to a head when the whole of the tailor-pressers, and a considerable proportion of the sewed-underwear operatives struck return to work until their demand for an eight-hour day was granted. A fully attended mass meeting was addressed by the strikers was at once held at the Labor Temple, at which pleas were made for giving publicity to the dispute.

NEW HAVEN'S SLAUGHTER.

Washington, Sept. 6.—The following shocks have occurred on the New York, New Hartford and New Haven Railroad within the last twenty-six months: June 8, 1911, Brookfield, Conn., freight, four killed; signals were disregarded. July 12, 1911, Bridgeport, Conn., Federal express, twelve killed, two injured; due to the carelessness of the engineer in taking a cross-over at a high rate of speed. August 20, 1911, Middletown, Conn., passenger train, sixty injured; rails spread. October 15, 1911, Danbury, Conn., passenger train, two dead, five injured; due to runaway freight cars crashing into rear end of train. June 13, 1912, Clinton, Mass., passenger train, eight injured; ran into an open switch at high speed. July 25, 1912, Stonington Junction, Conn., passenger train, three killed, four injured; collision due to defective signals. August 8, 1912, Dorchester, Mass., five killed, sixteen injured; passenger train jumped track. August 30, 1912, South Boston, Mass., passenger train, seven dead, forty injured; derailed. October 29, 1912, Woodbridge, Conn., Springfield express, nine killed, fifty injured; due to taking cross-over at a high rate of speed. November 4, 1912, Wallingford Farm, Conn., Merchants' Limited, thirty-five injured; due to defective equipment. November 17, 1912, Bridgeport, Conn., freight train, one killed, two injured; rear-end collision in fog. February 22, 1913, Westerbury, Conn., passenger train, seven killed, one injured; rear-end collision in fog. June 11, 1913, Stamford, Conn., express by way of Springfield, five killed and about a score injured; collision caused by ignorance and wilful failure of airbrakes to work. September 2, 1913, the fast Bar Harbor express was telescoped by local train at Woodmont, Conn., between Wallingford and North Haven, twenty-six are dead and fifty injured, collision due to heavy fog.

PAINTERS' NEW SCALE.

Philadelphia, Sept. 6.—Delegates from the Brotherhood of Painters, Decorators, and Paperhangers met with representatives of their employers in the Parkway Building and signed a scale of agreement containing the following provisions: First. Good water shall be provided for drinking purposes and ice in season. Second. Hot water be provided in all shops and roundhouses in cold weather. Third. All pits and closets shall be kept in clean and sanitary condition. Fourth. No employes shall be required to work under a locomotive without same be placed over a pit, or protected either by a blue flag or by another employe present. Fifth. All engines shall be placed under smoke jacks while fired up in roundhouse so far as practicable. This is the form of agreement entered into between the Baltimore and Ohio Railroad Company and their machinists since the year 1909. This settlement will benefit several thousand men.

PLEADING POVERTY.

New York, Sept. 6.—The last year has been a greater disturbance among railway officials than any since the big panic of 1907. The passing of the preferred payment on Big Four only emphasizes some of the other embarrassing reductions of late months. The St. Paul shattered a long record of unbroken dividends when it cut the rate last year, when the burden of carrying the Puget Sound extension forced a reduction of 2 per cent. Only last week the Erie Illinois Central had a still more embarrassing record as the rate on that line is now on a 5 per cent basis. The New Haven, whose president had stated publicly less than two years before that he could hardly conceive of conditions which would justify a departure from the 8 per cent rate from the road, reduced it 4 per cent in the last quarter of the last fiscal year, and the Chesapeake and Ohio cut its rate from 6 per cent to 4 per cent as a result of the recent floods. Many of the men in the train service question for higher freight rates comes up the shippers' organizations will not be able to point to any embarrassment of roads as evidence of the sufficiency of existing charges.

TO FRAME TWO WORKMEN ACTS

Montreal, Quebec, Sept. 6.—The commission on uniform State laws has decided to frame two acts dealing with uniform workmen's compensation, one compensation for railway employes, the selection by the twenty or more of the States which have not enacted such legislation, for employes. Hollis R. Bailey, of Massachusetts, chairman of the special committee which has the compensation matter in charge, made a report outlining the scope of the proposed uniform law, in which he set forth that the Federal Employers' Liability would be crowded to death with cases under the compensation act. The question of compensation for railway employers is not mentioned in the draft form of the proposed act, but Mr. Bailey announced that additional clauses dealing with this phase of the industrial situation would be incorporated.

DESIRE UNITY OF ACTION.

Little Rock, Ark., Sept. 6.—The project of the State Federation of Labor with the State Farmers' Union and railroad brotherhoods upon a joint legislative program for the betterment of labor conditions in this State, it is understood, will be crowded to death with cases under the compensation act. The question of compensation for railway employers is not mentioned in the draft form of the proposed act, but Mr. Bailey announced additional clauses dealing with this phase of the industrial situation would be incorporated.

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ONE KILLED; OTHERS WOUNDED

Calumet, Mich., Sept. 6.—President Moyer, of the Western Federation of Miners, wired: "While labor was celebrating, hirelings in the employ of copper magnates of Michigan were murdering innocent children. The deputies fired into a crowd of helpless women and children, killing a girl of fourteen years." The coroner's investigation took a serious aspect today as the result of the fatal shooting. Miners' leaders say the deputies fired without provocation into the crowd of men and women, killing the girl and several others.

The military forces have taken charge of the patrol work about the mines at Yellowjacket and the Seventeen as a result of this shooting. Gen. Abbey has ordered an investigation. Senator J. A. Reed of Missouri, will be asked by the Western Federation of Miners to present a resolution to the United States Senate calling for an investigation into the strike of the copper miners, which threatens to paralyze Michigan's great copper industry for months to come. With this action as a contributed by the Illinois Mine Workers. $25,000 by the United Brewery Workers and $26,000 drawn from the treasury of the Federation, there is enough money in the hands of the strike leaders to ward off destitution among the miners for a few weeks benefits. President Moyer believes the strike sentiment in the entire country to protect the strikers from the men imported by the mine owners to act as special deputies.

POLISH WORKERS IN REVOLT.

Warsaw, Poland, Sept. 6.—After years of misery and oppression, Poland is now in the throes of a series of strikes. Warsaw gave the first signal for revolt, and soon followed suit, notably Lodz, where 65,000 workers are out. The strikers in the workers are demanding an increase of wages, varying from 30 to 50 per cent. They have had no hope of obtaining infinite suffering in Lodz, where the workers have been driven to desperation. Even the average moderate Polish and German newspaper acknowledges that the worker is condemned to suffer hunger because of his wretched conditions. The strikers in Lodz have declared war on the powers controlling the cotton and woolen industries. These capitalists triumphed over the working classes in 1907, and successfully appealed to the government to suppress all trade unions. The capitalists have boldly stated that they intend "giving the workers a taste of hell," and the anti-Semitic press is actively denouncing the strikers, saying that the movement has been brought about by the Jewish and Jewish agitators. The government has forbidden any workers' committees to collect funds or food. The only organization allowed to do so is, ironically enough, composed of the very men the strikers are fighting.

HAVE VOTED TO AFFILIATE.

San Francisco, Sept. 6.—The Riggers and Stevedores' Union, one of the oldest labor organizations on the Pacific Coast, has voted to affiliate with the International Longshoremen's Union, this action having been taken by a unanimous vote, the result of which was announced at the last meeting. The organization now awaits only the sanction of the international. The union has tried several times in recent years to affiliate itself, but, falling by a small vote a few months ago. While a large part of the membership favored affiliation with the International, the union has been so successful in the handling of its affairs independently that the movement has therefore lost by a small vote. Since foundering of the organization in 1853 it has occupied a prominent place among waterfront unions, being ever ready to extend aid to other organizations in need. The membership at present is about 2,200 in good standing and are known as a 50 per cent organization—that is, all jobs on the waterfront employ strictly union men.

WHY STOP THE INVESTIGATION!

Washington, Sept. 6.—A resolution calling upon the attorney general to at once all proceedings against the United States Steel Corporation, under the Sherman anti-trust law, was introduced in the House by Representative Jefferson M. Levy of New York. The resolution recites that the Steel Corporation is a good trust, and that it is a beneficent influence in the commerce of the nation. It sets forth the fact that the corporation has distributed in wages no less than $1,575,000,000, and that since it was organized there has been not only extensive improvements in the quality of the American product, but a steady increase in the price of the corporation's product. It does not, however, recite the story of the long hours of labor, seven days a week, low wages, and large dividends.

RESULT OF THE STRIKE.

New York, Sept. 6.—The declaration of no more than $6 a share as the September dividend of the Calumet and Hecla Mining Company was looked upon in conservative circles as the direct reflection of the strike at the company's mines. Within two previous payments of the year were $10 a share each. In 1913 the company distributed only $24 in such shares, a figure which will be surpassed for 1913 with the coming payment, and there is still another quarter to come. Dividends paid in 1908, the year after copper reached its top price, shareholders were paid $30 and in 1909 and 1910, $37 and $29, respectively.

SUIT AGAINST THE READING.

Washington, Sept. 6.—The long-expected Federal prosecution of the Reading Railway Company as a coal trust was begun this week by the bringing of a suit against that road and its immediate allies in the anthracite coal-carrying region. A large number of coal roads operating in Pennsylvania are included in the prosecutions. The suit was brought in Philadelphia early in the week, but the bill was not actually filed and completed and will be taken to Philadelphia by Federic R. Coudert, of New York, special counsel employed to represent the Department of Justice.

FOR MUNICIPAL OWNERSHIP

Washington, Sept. 6.—A bill providing for the municipal ownership and municipal operation of all street railways in the District of Columbia has been introduced in the House of Representative Crosser of Ohio, a member of the District Committee, and an authority upon the subject of municipal ownership of utilities. The bill evidently has the good will of the District committee, for the general impression is that it will be reported to the House as soon as possible.

IRONERS' STRIKE SETTLED.

Lynn, Mass., Sept. 6.—The strike of the ironers in the G. H. Breed & Co. shoe factory, which extended to other shops, has been settled by an agreement to the effect that the wages of the ironers and of the lasters' union for adjustment.

SUBSTANTIAL VICTORY.

Flat River, Mo., Sept. 6.—Roderick R. MacKinzie, Organizer Western Federation of Labor, writes as follows regarding the settlement made: "To be brief about it, I will simply say that we succeeded in completely organizing the district. When the work started we had less than 500 members. On August 5 we took a strike vote, which was carried by 2,214 for, and 28 against. At my suggestion, date of strike was left in hands of a committee representing the local unions. This as every one knows, is a peaceable settlement had failed, the men were called out on the 16th. Four thousand five hundred members of the Western Federation of Miners walked out like one man, and within a few hours of the time the strike went into effect. Our demands were for a 50-cent increase in wages and recognition of the union. After eight days of strike, and with every plant still closed down, and without a single deserter from our ranks, the strike was settled on the basis of 25 cents increase in wages and satisfactory protection against discrimination for one year. But the best feature of it all, in my estimation, is that these 4,500 members of organized labor returned to work satisfied and proud of their achievement. This will encouraged me to hope that the organizations here will at last be permanent. The conditions of the settlement are: First—An increase of the wage scale of each of the companies involved in this strike and all be made for all classes of labor employed by the companies, equal to Twenty-Five Cents per day for each and all employes. Second—Each company shall file with the Board of Arbitration a copy of the agreement after the companies shall be reinstated as specifically as conditions will permit. No discrimination shall discriminate against any employe on account of his affiliation with any organization, nor because of his service on any executive committee.

ILLINOIS WELL ORGANIZED.

Washington, Sept. 6.—That the coal miners of Illinois are probably the best organized workers of any class is the luminous coal mining State is stated by Edward W. Parker, coal statistician of the United States Geological Survey. One result of this is that there has been present throughout the coal-mining regions of the eight-hour day. But the habitual regularity of employment has resulted in long periods of idleness and loss of income, both to operators and to employes. The figures given by the coal contant mines were shut down, and 49,782 men out of a total of 61,985 were idle for an average of fifty-eight days each. This was equivalent to an average of forty-eight days of idleness for each of the 61,985 employes and was equal to 25 per cent of the total time made. In 1909 the situation was not so bad, there were quite as many men affected, 47,466 men out of a total of 68,035 being idle for an average of thirty-seven days, equivalent to an average idleness of twenty-six days for each of the 68,035 employes, and equal to 14 per cent of the total number of days worked by each man during the year. In 1910, out of a total of 67,646 men, 67,218 were idle for an average of 126 days, equivalent to an average of thirty-eight days each, and equal to 34 per cent of the working time made. The total number employed in 1911 was 78,698, who worked an average of 194 days. Idleness due to strikes or suspensions affected a total of 60,696 men, who lost an average of thirty-three days. The aggregate time due to labor troubles was 12 per cent of the total time made.

NEW SCALE FOR ENGINEERS.

South Chicago, Sept. 6.—Steam Engineers' Union No. 115, has just negotiated a new scale with seven of the large elevator companies of this city, running for a period of four years, which will bring about a gradual reduction from nine hours to eight hours at the expiration of the agreement. It provides for eight hours' work for the engineer the first year; eight hours and thirty minutes the second year; eight hours and fifteen minutes the third, and eight hours for the fourth year. The engineers previously worked twelve hours a day, seven days a week, and were paid $75 and $80 a month. The new agreement brings the salaries of the engineers up to $100 and $120 per month for eight-hour workdays. The agreement also provides for double time for Sundays and holidays.

SHIPBUILDERS STRIKE.

Washington, Sept. 6.—The strike of 4,500 men in the Franco-Belgian Chantiers Navals, which commenced two weeks ago in Havre, is spreading rapidly, and as there is no apparent probability of an early compromise being arrived at between the men's leaders and the dockyard authorities, it is likely that the work building the first of the new Black Sea Dreadnoughts, the Imperatrice Maria, which has been launched, will be delayed the end of next month. A few of the men's leaders have been arrested, and the dockyard is under police patrol and protection.

DEFENSE FUND OF $250,000.

Boston, Sept. 6.—A defense fund of $250,000 to be used in case of general strikes or other emergencies, is to be raised by the United Association of Plumbers, Gas-fitters, Steamfitters, and Steamfitters' Helpers. This announcement was just been made by the general executive Board of the United Association, which is in session at the eighteenth biennial convention this week. A special assessment for this purpose will be levied on the 1,000 local unions, which will be kept on hand at all times. The general executive board also announced that members would be assessed if the defense fund should become exhausted.

TRADE UNION CONGRESS OPENS.

Manchester, England, Sept. 6.—Amid cheers and applause and to the playing of "Auld Lang Syne," the sixty-fifth annual Trade Union Congress opened in Milton Hall Monday last with about 650 delegates in attendance. The interest being taken in this gathering, which is the largest in the history of the British trade union movement, because of the many important matters due to the labor unrest through the entire United Kingdom which are to be discussed at the meet. This is a record-breaking year in the history of the labor movement in this country, the delegates in attendance representing a membership of nearly 2,300,000 men and women, the largest number ever represented at a labor congress. The congress was opened by the Lord Mayor of Manchester, Samuel Walter Royse, who welcomed the delegates in behalf of the municipality. The American labor movement was represented by Charles L. Baine, secretary of the Boot and Shoe Workers' Union, and Lewis C. Kemper, secretary of the United Brewery Workmen, who are at the present time in conference with the American Federation of Labor. For the first time in the history of the Trades Congress, Germany, and France are also represented by fraternal delegates.

ADVANCE IN WAGES CONCEDED.

London, Sept. 6.—The prolonged and at one time acute dispute between the shipyard trades and the Shipbuilding Employers' Federation reached a decisive conclusion on the basis of 2½ cents increase in wages and satisfactory protection against discrimination for one year. But the best feature of it all, in my estimation, is that these 4,500 members of organized labor returned to work satisfied and proud of their achievement. This will encouraged me to hope that the organizations here will at last be permanent. The conditions of the settlement are: First—An increase of the wage scale of each of the companies involved in this strike and all be made for all classes of labor employed by the companies, equal to Twenty-Five Cents per day for each and all employes. Second—Each company shall file with the Board of Arbitration a copy of the agreement after the companies shall be reinstated as specifically as conditions will permit. No discrimination shall discriminate against any employe on account of his affiliation with any organization, nor because of his service on any executive committee.

LONGSHOREMEN SUCCESSFUL.

New York, Sept. 6.—The strike of the Longshoremen against the Hamburg-American Line resulted in favor of the Longshoremen. The men have all returned to work. The settlement was made between the committee of local union No. 3038 and the representatives of the company. The men asked that the old "brass check system," which entitled them to work in the docks whenever any was to be had, be restored. There was no discharge of wages or working hours involved in the strike, and all the men asked was that they be given work whenever there was any.

MADE TO FEAR PUBLIC OPINION.

Montreal, Can., Sept. 6.—In an address delivered in Princess Theater, which opened one week ago Monday, at the opening meeting of the American Bar Association, the Lord High Chancellor of England, Viscount Haldane of Cloan, taking "Higher Nationality: a Study in Moral Ideals," told how British law in the early days was largely vested in the sovereign of the realm, but modern practice has made the highest chancellor as the executive of the king's justice. That ancient law was founded upon expediency rather than logic, he said, and this fact had influenced the law and the jurisprudence of nations—England, France, and America. The speaker argued that the power of public opinion tended to enforcing the law was not so much the arbitrary execution of justice to restrain men, but rather the development of a strong public opinion. Developing this argument, Viscount Haldane proceeded to suggest that the same policy applied to relations between nations, and that the time had come when nations might be as much ashamed to follow the ancient methods of settling differences and disputes as individuals have become in late years.

DUBLIN TRAMWAY STRIKE.

Dublin, Ireland, Sept. 6.—The tramway strike, which started last week, has resulted in a very serious riot and injury to nearly 600 people. The assault on the police was made when they tried to listen to a speech to be made by Organizer Larkin, which had been prohibited by the police. No arrests were made during the progress of any kind, and the attack by the police, according to various witnesses, was entirely unprovoked, and has caused an intensely bitter feeling throughout the city. Further trouble is expected to result.

TRAMWAY STRIKE STILL ON.

Indianapolis, Sept. 6.—The strike in this city of the motormen and conductors for better conditions and recognition of the union is still on and continues. The latest action on the part of the bosses is securing the arrest of Organizer J. J. Keegan and Dennis Gorman, charged with assault. At the hearing before the judge they were held over to the grand jury under bonds of $1,000 each. Organizer Keegan is the center of the storm of criticism, and is charged with being responsible for the rioting which has occurred since the strike was declared. It is believed that the strike will eventually will spread throughout the city. The strike involves 600 men at present. Picketing at the laundries affected by the strike has been authorized and an effort will be made to call out all laundry workers and to tie up the city.

LAUNDRY WORKERS STRIKE.

Cincinnati, Sept. 6.—The Laundry Workers' Union is going to strike to secure better working conditions and higher wages. Although only three laundries are involved, it is believed that the strike will eventually will spread throughout the city. The strike involves 600 girls at present. Picketing at the laundries affected by the strike has been authorized and an effort will be made to call out all laundry workers and to tie up the city.

NEW CLERKS' UNION.

El Paso, Tex., Sept. 6.—A new Clerks' Union has been organized in this city and a charter received from the Retail Clerks' International Protective Association. The new organization starts with a total membership of 125 and promises to be one of the most successful and progressive unions in this city. Indications are that a large percentage of the clerks will soon be members of the organization.

MORE VICTIMS OF AVARICE.

South Bethlehem, Pa., Sept. 6.—Pinned underneath a large casting at the Bethlehem Steel Works, Rudolph Bierbereald, fifty-one years old, was killed shortly after 7 o'clock this morning. Harry Jones, twenty years old, was almost instantly killed at the same plant by being caught between a casting and a post.

WANT BENEFITS ENJOINED.

St. Louis, Sept. 6.—The Boyd Coal and Coke Company, of Sparta, Ill., applied to the district court today for an injunction to restrain State and local officers of the United States Railway Fuel Association from distributing benefits to striking miners.

ARMOR PLATE HOLD-UP.

Washington, Sept. 6.—When bids on a large contract for armor for the new American battleship, now designated No. 39, were opened at the Navy Department it was found that two bids of the Bethlehem Steel Company, Midvale Steel Company, and Carnegie Steel Company were identical on all classes, and also identical with the bids submitted previously by the same companies for armor for the battleships Arkansas, now building. The similar bids of the three companies for the armor, as disclosed at the opening, were as follows: Class' A-1, 8,829 tons, per ton, $634; Class A-2 (turret), 900 tons, per ton $581; Class B, 332 tons, per ton, $458; Class C (steel), 61 tons, per ton, $548; Class C (bronze), two tons, per ton, $1,575; bolts, forgings, 76 tons, per ton, $398. Besides the Bethlehem, Midvale, and Carnegie companies, which bid $58 a ton on Class C steel, the Carbon Steel Company, of Pittsburgh, bid $448 on that class of armor, but submitted no other bids. The Carbon Steel Company, of Pittsburgh, which was awarded a contract for 300 tons of Class C armor from the steel plate at $187.04 a ton, a reduction of $56.39 under the last accepted bid for such material, had bid for one class of plate, of which only 61 tons is to be purchased. Secretary Daniels said tonight he had not and does not propose to let contracts until another effort has been made to obtain competition. With this end in view he has asked the officials of the Midvale, Bethlehem, and Carnegie companies to confer with him. He is desirous of learning from each by what process of mental telepathy they arrived at the identical figures in their bids. It looks as if the only hope for relief from exorbitant prices for the government is establishment of an armor plant. These gentlemen profess that no understanding in prices exists between them, and each attests in an affidavit submitted with their respective bids that said company is not engaged in any such combination agreement, conspiracy, or understanding as is prohibited by the naval appropriation act of August 22, 1912. Without delving at this time into the cause of the surprising coincidence in the uniformity of bids, the department cannot but note with disfavor the unnecessary expenditure of time. They speak more eloquently than any explanations which may be offered; they show conclusively the necessity for this enormous amount of government business is a farce.

PREDICTS PUBLIC OWNERSHIP.

Colorado Springs, Colo., Sept. 6.—The feature of the session of the conference of Governors was an address by Gov. Deneen, of Illinois, who spoke briefly on the "Growth of Public Control of Utilities." His address was an extensive review of the growth of public control in the various States of the Union, more particularly since 1905, when the movement began to show itself in definite form. "The tendency is plainly in the direction of the control of public utilities," he said. "The movement is advancing by leaps as I bounds, and I believe that within a few years there will not be a State which has not a public utility commission, empowered by law to investigate and regulate the rates and the corporations of the State." In concluding he took up public ownership and operation of utilities as the only alternative in the case of failure of public control. "If the control shall fail, as I believe it will, then it is the only alternative left is public ownership and operation of utilities."

ERIE CONDITIONS NORMAL.

Erie, Pa., Sept. 6.—There has been no disturbance since last week. While the constabulary has been very conspicuous, the situation is absolutely normal for them to do. The rights of the people have been carefully guarded and the officer of the constabulary has been positively that he will not permit the men subject to his orders to be used by the manufacturers' association for the purpose for which they were brought to Erie. He asserts that he will insist upon being absolutely fair to both sides and no interference will be tolerated with the strikers as long as they are within their rights.

WAGE ADVANCE; EIGHT HOURS.

Houston, Texas, Sept. 6.—Effective immediately all employes and engineers of the South department of the Missouri, Kansas, and Texas Railroad Company of Texas will receive an increase of ten per cent per hour in wages. The agreement to grant the increase in wages was reached at the conference on a contract signed by the officials of the road and committees of the men after a brief conference. Among other things a standard working day of eight hours will soon be made effective for blacksmiths' helpers and apprentices.

LAUNDRY WORKERS STRIKE.

Cincinnati, Sept. 6.—The Laundry Workers' Union is going to strike to secure better working conditions and higher wages. Although only three laundries are involved, it is believed that the strike will eventually will spread throughout the city. The strike involves 600 girls at present. Picketing at the laundries affected by the strike has been authorized and an effort will be made to call out all laundry workers and to tie up the city.

TACOMA SHOPMEN WIN

Tacoma, Wash., Sept. 6.—The 60 shop employes who struck for a closed shop in the Milwaukee shops are now back at work, after a settlement of the controversy. The settlement plant should turn out 3,000 cars a year at not exceeding $24 a ton. The report of the committee of the House of Representatives on the Naval Affairs Committee, introduced a resolution to have a committee of the House investigate the so-called armor plate trust.

CARMEN WANT MORE WAGES.

Cleveland, Sept. 6.—A strike of all crews on regular cars of the Akron, Bedford and Cleveland Electric Line is threatened, following rumors that motormen and conductors intended to demand a substantial increase in wages. A committee has been appointed by the Amalgamated Association of Street and Electric Railway Employes of America to present the demands to the company. The men are now receiving 22 cents an hour, and want 25 cents. The company has been operating cars with non-union men since the strike of several years ago.

ANTHRACITE TRUST PROBE.

Washington, Sept. 6.—An inquiry into the alleged so-called Anthracite Coal Trust was proposed in a resolution introduced by Representative Murray of Massachusetts. The resolution recites various other things, the Murray resolution demands information on "what provisions exist in the various leases which have made for the comfort, protection, and safety of employes engaged in and about the anthracite mines."

WALKOUT IS AVERTED.

Chicago, Sept. 6.—Danger of a strike affecting the Chicago, Burlington and Quincy Railroad has been averted. Points at issue will be referred to the board of arbitration, of eight men, to be appointed within the fifteen days.

MILL OFFICERS ARRESTED

Held on Charge of Murder in First Degree.

RIOT AT THE POPE TIN MILL

Six Men Shot, One Killed, and Two Fatally Wounded Is the Result.

Steubenville, Ohio, Sept. 6.—Six men were shot and two mortally wounded in a riot at the Pope tin mill company last night when the guards fired into 2,000 strikers. The dead are: Joseph Stevens, P. H. Miller and John Doran, strikers. Chief of Police Frankhauser was shot in the head with buckshot. Twenty strike-breakers left the public square in this city for the mill. They were escorted by mill guards in an automobile. Near the mill entrance threats were made by persons in the crowd in front of the plant. This was followed by a volley from the mill guards, and several revolvers were used. Chief of Police Frankhauser, who was in the crowd trying to restore order, was one of the first men hit. He was not seriously wounded. As a result of the rioting at the Pope tin plant, warrants were issued for the arrest of John F. Lloyd, manager; Thomas Lloyd, son of J. H. Lloyd, M. Mensor, manager; John Bradley, captain of the mill guards, and John Reloes, a chauffeur. These were all arrested and held on a charge of first degree murder. The authorities declare Reloes fired the shot that killed Doran. He was in an automobile with the others arrested, escorting strike-breakers to the mill. The two mortally wounded men and eleven were wounded. Molar later died. Four mill guards are also held in connection with the shooting. Molar was watching the crowd about the mill from a porch of his home when he was shot. Frank Foley, another bystander, shot in the eye, may die also. Others may be shot before the day is over. Despite the responsibility for the shooting by mill guards of a number of strikers, two of whom are expected to die. One, Joseph Miller, is not expected to live. Four guards were arrested in a clash with police and are being held without bond. They were found along the creek bank, armed with revolvers and rifles. A United States deputy marshal, of Columbus, served writs of elisit on each of the men. On the part of the Philips Sheet and Tin Plate Company, it is charged that they violated the order of injunction granted two weeks ago by United States Judge Sater. A hearing on the contempt charges is fixed for Thursday next at Columbus. At a hearing before a judge the arrested officials, each of his bond in the first degree, were admitted to bail in the sum of $5,000 each.

BETTER CONDITIONS SECURED.

Detroit, Mich., Sept. 6.—For some time past negotiations have been in progress to secure settlements which would insure better working conditions and increased wages for the members of the International Brotherhood of Maintenance of Way Employes. As a result of these negotiations a first-class set of working rules have been established with the Grand Trunk Railway and a committee has been formed under the Industrial Disputes Investigation Act of Canada, Judge Dunn, chairman, who met early in September to arbitrate the question of wages and working rules. The St. John practically Central Pacific Railroad rates have been secured, which include the following points: All of the International Brotherhood of Maintenance of Way Employes violated the order of injunction granted two weeks ago by United States Judge Sater. A hearing on the contempt charges is fixed for Thursday next at Columbus. At a hearing before a judge the arrested officials, each of his bond in the first degree, were admitted to bail in the sum of $5,000 each.

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20,000 UNDERGROUND WORKERS

New York, Sept. 6.—According to the best obtainable statistics about 20,000 persons will be benefited by the increase of wages for workers underneath the surface of the earth. These figures include all the employes in the city, and in the suburbs. Work on the several routes of subways now in operation. They include 4,500 men who are employed digging the new subways, which will be more than doubled in the near future. Sewer diggers and all the others taken from the Catskill Mountains. Then there are more than 5,000 men and women who are employed in more private enterprises that take them constantly below the street surface.

WANTS GOVERNMENT PLANT.

Washington, Sept. 6.—Representative Britten of Illinois, introduced a bill to appropriate $7,500,000 for a government armor plate plant to be operated by the Secretary of the Navy. The bill is a break what he calls "the trust now controlling the armor plate situation in this country." He declares that the government plant should turn out 3,000 cars a year at not exceeding $24 a ton. The report of the committee on the House of Representatives on the Naval Affairs Committee, introduced a resolution to have a committee of the House investigate the so-called armor plate trust.

LABOR DAY SERVICES.

Pittsburgh, Sept. 6.—Over 1,000 persons attended the special Labor Day service held this week at St. Paul's Cathedral. The practice of having special Labor Day services was instituted by the Bishop of Pittsburgh, Cameron Rice, years ago, and the custom has been carried out ever since. The sermon was preached by Bishop Rice, and an opportunity to give thanks for the blessings received during the last year. The offering, which was called the Bishop Canevin was praised at the services.

ABOLISH WHIP.

Bristol, Ind., Sept. 6.—The Jerome Woolen Mills, the largest concern of the kind in Indiana's model mine has issued orders to all the drivers in the employ of the company that they do away with the whip. Drivers who are unable to get their mules to work without the use of the whip, it is said, will be discharged by those who can persuade the beasts to work without the lash will be employed. In the order issued by the company it is stated that the mules give greater service. Approximately 100 mules are employed in the mines and the use of the whip will be discontinued by the order of the management.